

CHAPTER 60 - SPECIAL REQUIREMENTS

60.05. DESIGN REVIEW DESIGN PRINCIPLES, STANDARDS AND GUIDELINES [ORD 4332; January 2005]

60.05.25. Landscape, Open Space, and Natural Areas Design Standards. Unless otherwise noted, all standards apply in all zoning districts.

9. Fences and walls.

- A. Fences and walls shall be constructed of any materials commonly used in the construction of fences and walls such as wood, stone, rock, or brick, or other durable materials.
- B. Chain link fences are acceptable as long as the fence is coated and includes slats made of vinyl, wood or other durable material. Slats may not be required when visibility into features such as open space, natural areas, parks and similar areas is needed to assure visual security, or into on-site areas in industrial zones that require visual surveillance.
- C. Masonry walls shall be a minimum of six inches thick. All other walls shall be a minimum of three inches thick.
- D. For manufacturing, assembly, fabricating, processing, packing, storage and wholesale and distribution activities which are the principle use of a building in Industrial districts, the preceding standards apply when visible from and within 200 feet of a public street.
- E. Fences and walls:
 - 1. May not exceed three feet in height in a required front yard along streets or in any yard along multi-use paths and trails, and eight feet in all other locations;

2. May be permitted up to six feet in a required front yard along designated Collector and Arterial streets.

3. [ORD 4576; January 2012] For detached housing along streets and housing facing common greens and shared courts in Multiple Use zones, 3 feet high fences and walls are permitted in front of the building, and on corner lots abutting a street, along the side of the building. Higher fences and walls are permitted on corner lots along the side of the building beginning within 15 feet of the back end of the building nearest to the property line.

60.05.55. Major Pedestrian Route Maps.

EXPECT AN UPDATE OF THIS SECTION IN 2015 TO INCLUDE IMPLEMENTATION OF MAJOR PEDESTRIAN ROUTE MAP FOR SOUTH COOPER MOUNTAIN AND THE CREEKSIDE DISTRICT MASTER PLAN, INCLUSIVE OF MODIFICATION TO THE MPR STANDARDS IN GUIDELINES WITHIN SECTION 60.05.

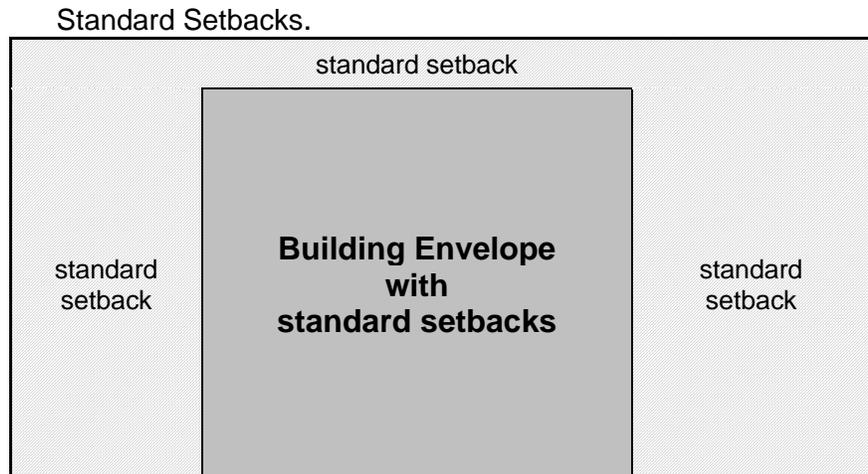
60.12. HABITAT FRIENDLY DEVELOPMENT PRACTICES

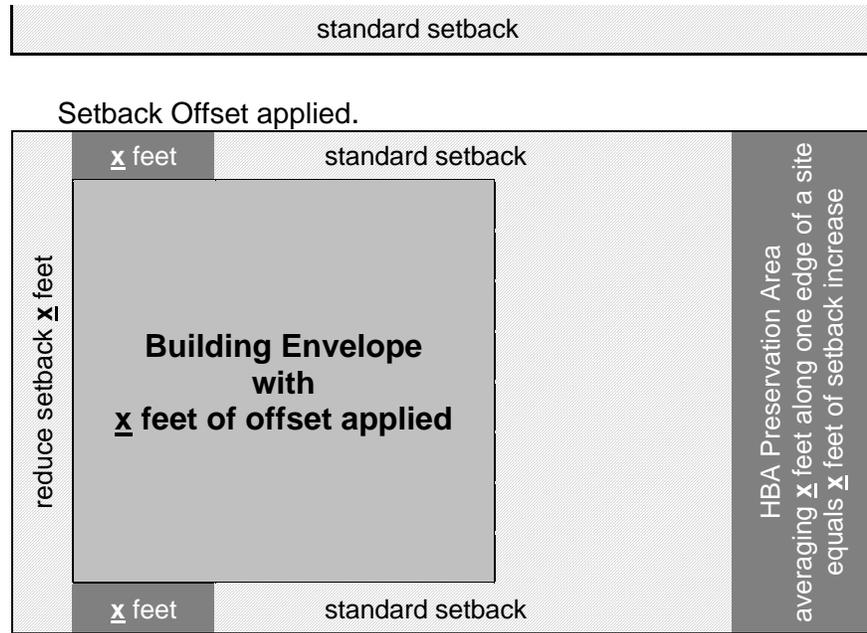
60.12.35. Habitat Benefit Area (HBA) Preservation. Locations of HBAs are depicted on the *Comprehensive Plan Volume III Habitat Benefit Area Map*. Habitat resource classification and delineation methodologies are included in the *Comprehensive Plan for the City for Beaverton Volume III: Statewide Planning Goal 5 Resource Inventory Documents*.

1. Preservation, Enhancement, Mitigation, Creation.

- A. Purpose. HBA Preservation includes preservation, enhancement, mitigation, or creation of HBA based upon habitat delineation.
- B. Credits. Use of the following credits is limited to the amount of HBA preservation proposed. One (1) square foot of HBA preserved results in one credit. Awarding a credit or a combination of credits shall not result in receipt of multiple credits for one (1) square foot of HBA preservation.
 - 1. Building Envelope Offset in Commercial and Industrial zoning districts. An applicant can request a yard setback decrease of one (1) foot for every one (1) lineal foot that a proposed HBA preservation encroaches into a project site from the opposite side; in exchange the opposite yard setback shall be increased one (1) lineal foot.

Building Envelope Offset Example.





Standards. Building Envelope Offset credits for HBA preservation shall satisfy the following standards in addition to the applicable standards of Section 60.12.30. and Section 60.12.35.1.C.

- a. Credit Limit. The proposed Building Footprint Offset does not reduce a yard setback to less than five (5) feet.
- b. The requested setback reduction is not requested for any property within the R4, R5, R7, or R10-zoning districts unless the site is located within the South Cooper Mountain Community Plan area and subdivision of the site is part of a Conditional Use Planned Unit Development application. [ORD 4584; June 2012]
- c. A requested setback reduction does not abut any property within the R4, R5, R7, or R10 zoning districts. [ORD 4584; June 2012]
- d. The proposed reduction will meet applicable fire or life safety requirements.
- e. The proposed reduction will meet applicable building code requirements.

60.35. PLANNED UNIT DEVELOPMENT. [ORD 4430; April 2007]

EXPECT AN UPDATE OF THIS SECTION WITH IMPLEMENTATION PLAN PROJECT #1, PLANNED UNIT DEVELOPMENT CODE AMENTMENTS.

60.55. TRANSPORTATION FACILITIES.

60.55.25. Street and Bicycle and Pedestrian Connection Requirements.
[ORD 4302; June 2004]

9. Accessways are one or more connections that provide bicycle and pedestrian passage between streets or a street and a destination. Accessways shall be provided as required by this code and where full street connections are not possible due to the conditions described in Section 60.55.25.13. [ORD 4397; August 2006]

An accessway will not be required where the impacts from development, redevelopment, or both are low and do not provide reasonable justification for the estimated costs of such accessway.

A. Accessways shall be provided as follows:

1. In any block that is longer than 600 feet as measured from the near side right-of-way line of the subject street to the near side right-of-way line of the adjacent street, an accessway shall be required through and near the middle of the block.
2. If any of the conditions described in Section 60.55.25.13. result in block lengths longer than 1200 feet as measured from the near side right-of-way line of the subject street to the near side right-of-way line of the adjacent street, then two or more accessways may be required through the block. [ORD 4397; August 2006]
3. Where a street connection is not feasible due to conditions described in Section 60.55.25.13., one or more new accessways to any or all of the following shall be provided as a component of the development if the accessway is reasonably direct: an existing transit stop, a planned transit route as identified by TriMet and the City, a school, a shopping center, or a neighborhood park. [ORD 4397; August 2006]

4. The City may require an accessway to connect from one cul-de-sac to an adjacent cul-de-sac or street.
5. In a proposed development or where redevelopment potential exists and a street connection is not proposed, one or more accessways may be required to connect a cul-de-sac to public streets, to other accessways, or to the project boundary to allow for future connections.
6. The City may require an accessway to connect from multi-use paths or trails to streets, multi-use paths, or trails.

B. Accessway Design Standards.

1. Accessways shall be as short as possible and wherever practical, straight enough to allow one end of the path to be visible from the other.
2. Accessways shall be located to provide a reasonably direct connection between likely pedestrian and bicycle destinations. [ORD 4332; January 2005]

60.60. TREES AND VEGETATION. [ORD 4224; August 2002] [ORD 4348; May 2005]

THIS SECTION TO BE REVIEWED WITH IMPLEMENTATION PLAN PROJECT #12, URBAN FORESTRY REVIEW.
